



State of New Jersey

THE PINELANDS COMMISSION

PO Box 7

New Lisbon NJ 08064

(609) 894-7300

CHRISTINE TODD WHITMAN
Governor

December 11, 2000

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Nicholas Caiazza
NJ DOT
1035 parkway Avenue
Trenton, NJ 08625

Please Always Refer To
This Application Number

Re: Application #97-0034.01
US Route 30 & Spring Garden Rd.
Block 6102, Lots 1-3
Block 6203, Lot 3
Winslow Township

Dear Mr. Caiazza:

Enclosed is a copy of the Resolution adopted by the Pinelands Commission at its meeting on December 8, 2000. The Commission approved the proposed road improvements subject to conditions. The project must be developed in accordance with these conditions.

You may appeal the decision of the Pinelands Commission to the Appellate Division of Superior Court. Such an appeal must be filed within 45 days.

If you have any questions, please call me.

Sincerely,

Annette M. Barbaccia
Executive Director

PROJECT MANAGEMENT
RECEIVED

DEC 14 2000

AMB/mw

cc: Secretary, Winslow Township Planning Board
Winslow Township Environmental Commission
Secretary, Camden County Planning Board
Krikor Anoushian

Enclosure: Resolution, ROA for Public Development
<http://www.state.nj.us/pinelands/>

E-mail: Info@njpines.state.nj.us

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CHRISTINE TODD WHITMAN
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**REPORT ON AN APPLICATION FOR
PUBLIC DEVELOPMENT**

November 20, 2000

Applicant: Nicholas Caiazza
NJDOT
1035 Parkway Avenue
Trenton, NJ 08625

Application: #97-0034.01P

Location: U.S. Route 30 and Spring Garden Road
Block 6102, Lots 1-3
Block 6203, Lot 13
Winslow Township

FINDINGS OF FACT

This application is for the reconstruction of portions of U.S. Route 30 and Spring Garden Road and for the creation and restoration of wetlands within the road rights-of-way and on Block 6102, Lots 1-3 (7.0 acres) and Block 6203, Lot 13 (1.36 acres) in Winslow Township. The project is located partly in an Agricultural Production Area and partly in the Preservation Area District.

Route 30 passes over the New Jersey Atlantic City Rail Line in the vicinity of the project area. The applicant proposes to raise the roadway by six feet to provide the necessary underclearance for the railroad and adequate sight distance for Route 30 traffic with a 55 MPH design. Spring Garden Road intersects Route 30 about 800 feet west of the overpass. Route 30 will be reconstructed for approximately 3,900 linear feet and Spring Garden Road for a distance of about 1,300 feet. Route 30 will also be superelevated to accommodate for the highway speed design.

Route 30 currently consists of two ten foot travel lanes in each direction and no shoulders. The lane widths are substandard and shoulders on both sides are required for parking disabled vehicles.



Spring Garden Road currently consists of one twelve foot travel lane in each direction with variable width shoulders on both sides. From the eastern terminus of the project to the intersection with Spring Garden Road, the applicant proposes to widen Route 30 resulting in two twelve foot travel lanes and one fourteen foot shoulder in each direction. The roadway will be curbed and utility poles, traffic signals, guide rails and warning signs will be installed within a 10 foot slope adjacent to the curbing. Curbing and retaining walls are only proposed in areas that are adjacent to wetlands and wetland buffers. The proposed improvements from the intersection of Spring Garden Road to the western terminus of the project consist of two eleven foot travel lanes and one eight foot shoulder in each direction. The roadway will be curbed and utility poles, traffic signals, guide rails and warning signs will be installed within a 10 foot slope adjacent to the curbing. The proposed improvements for Spring Garden Road consist of one twelve foot travel land and one eight foot shoulder in each direction. The road will be sloped for seven feet off the shoulder in each direction for the installation of utility poles, traffic signals, guide rails and warning signs.

The project area has been inspected by two members of the Commission's staff. In addition, the appropriate resource capability maps and data available to the staff have been reviewed.

The project will be located within existing paved, grass and some lightly wooded areas. Portions of the intersection improvements will be located on and within 300 feet of wetlands. There are wetlands immediately adjacent to portions of the existing roadway. The project will result in the disturbance of 0.774 acres of wetlands. Roadside curbing and retaining walls will be constructed throughout the project area to lessen slope grading and minimize adjacent wetland impacts. Areas for utility poles, guide rails, etc. will be lessened in areas adjacent to wetlands. The applicant also proposes to restore and create wetlands adjacent to existing wetlands and within the overall project area on lands either owned by or to be acquired by the NJDOT (i.e. Block 6102, Lots 1-3 and Block 6203, Lot 13). The mitigation is proposed in order to meet the conditions for a Department of Environmental Protection Statewide Individual Wetlands Permit that is needed for the project. Four separate areas have been targeted for mitigation purposes. Tree and shrub species will be established in all four areas. A portion of one of the areas will be planted with only herbaceous species. The mitigation areas total 1.56 acres.

The applicant has demonstrated that there is no feasible alternative to the proposed development that does not involve development in wetlands or wetlands buffers or that will result in a less significant adverse impact on wetlands. The proposed development is a modification of existing roadways. The proposed development will not result in a substantial impairment of the resources of the Pinelands. With the conditions recommended below, all practical measures are being taken to

mitigate the impact on wetlands. The applicant has demonstrated that the need for the intersection improvements overrides the importance of protecting the wetlands. The improvements are necessary to meet appropriate NJDOT standards for roadway and shoulder widths.

A cultural resource survey was prepared for the project. It was determined that there were no prehistoric or historic resources eligible for Pinelands designation within the project area.

The storm water drainage system is designed so that there will be no increase in the rate of runoff generated by the proposed development from a 2 year, 10 year and 100 year storm, each of a 24 hour duration, following the proposed development than occurred prior to the proposed development. The stormwater drainage system is also designed to retain and infiltrate the volume of stormwater runoff from the net increase in impervious surfaces generated by a 10 year, 24 hour duration storm. The applicant will be constructing two retention basins.

With the conditions recommended below, the proposed development will be consistent with all the management standards contained in Subchapter 6 of the Plan.

The applicant has provided the requisite public notice. The Pinelands Commission has not received any public comments concerning the application.

CONCLUSION

The proposed roadway reconstruction is a permitted use in an Agricultural Production Area and the Preservation Area District (N.J.A.C. 7:50-5.24(b)9 and 5.2(a)). If the following conditions are imposed, the proposed development will be consistent with the management standards contained in Subchapter 6 of the Comprehensive Management Plan.

As the proposed development conforms to the standards set forth in N.J.A.C. 7:50-4.57, it is recommended that the Pinelands Commission approve the proposed development with the following conditions:

1. Except as modified by the below conditions, the proposed development shall adhere to the plans, consisting of 79 sheets, prepared by the New Jersey Department of Transportation and dated as follows:

Sheets 1-6, 8-79 - September, 1996

2. Disposal of any construction debris or excess fill in the Pinelands Area may only occur at a licensed facility authorized by the Pinelands Commission.
3. Appropriate measures shall be taken during construction to preclude sedimentation from entering wetlands.
4. Landscaping shall adhere to the requirements of the Comprehensive Management Plan.
5. The stormwater system shall be inspected each fall, spring and after each major storm event. The facilities shall be cleaned and maintained as necessary to ensure proper functioning.
6. Prior to any disturbance in any wetland area, the applicant shall obtain authorization pursuant to a Freshwater Wetlands Statewide Individual Permit.

APPEAL

Any interested person may appeal the Executive Director's determination on this application to the Commission. The appeal must be made within 18 days of the date of this letter by giving notice, by Certified mail, of the appeal to the Pinelands Commission. Said notice shall include:

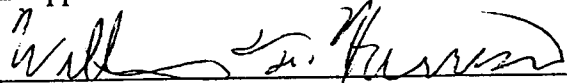
1. the name and address of the person requesting the appeal;
2. the application number;
3. a brief statement of the basis for the appeal; and
4. a certificate of service, (a notarized statement), indicating that service of the notice has been made by Certified mail, on:
 - a. the applicant (unless the applicant is requesting the appeal);
 - b. Secretary, Winslow Township Planning Board;

c. Winslow Township Environmental Commission;

d. Secretary, Camden County Planning Board.

Any appeal will be referred to the Office of Administrative Law for a hearing. If no appeal is received within 18 days of this letter, the Pinelands Commission will act on this application at its meeting on December 8, 2000. At this meeting, the Commission may either approve the determination of the Executive Director or refer the application to the Office of Administrative Law for a Hearing.

Recommended for Approval by:



William F. Harrison, Esq., Assistant Director

WFH

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